



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

[WWW.1937and1938Buicks.com](http://WWW.1937and1938Buicks.com)

## **-- Warning Notice --**

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

## **-- Copyright Notice --**

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

# THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VI • Number 7





# THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL. VI • MAY 1988 • NO. 7

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

## Ah, Spring II

Continuing our celebration of Spring with another quick trip through the English poets, how about this bit of Chaucer from circa 1386:

Whan that the month of May  
Is comen, and that I here the foules  
syng,  
And that the floures gynnen for to  
sprynge,  
Farewel my bok, and my devocioun!

...The Legend of Good Women

In the event you absolutely cannot dope out Olde Englisshe, contact the Editor for translation into Americano. (Hint: "foules" refers not to the condition of your socks, but to birds--"fowl." "Bok" is "book" or more precisely, I expect, "prayer-book.")

If Dave Lewis had lived in the Fourteenth Century, his spelling would have been perfect. By now you are probably wondering: "Where in hell does he get this stuff?" I'm not telling.

Hard is the herte that loveth naught  
in May.

...Chaucer, The Romaunt of the  
Rose (1369)

And that leadeth us into the next item.



FOUNDED BY DAVE LEWIS



## COVER CAR

The season of weddings is upon us, and thus we show you Glenn Preston's 1937 model 41 doing its part in the uniting of a charming couple in holy matrimony. Glenn (#065) of Jacksonville, Illinois offers his services (and the car) for such events, subject to several conditions: he drives; he gets to kiss the bride; and some others I forget. (Those two are probably the important ones.) The groom reminds me of John Denver, the bride of somebody, and one of the ushers of the guy across the street minus a few of the indicia of his present age. Glenn -- a professional photographer -- is presumably taking the pictures and so of course is not in them. This is one way to get paid for driving your car around, but make sure you have the right insurance if you do it.



## MONEY MATTERS

I had hoped to provide a small reduction in membership dues for the year beginning September 1, 1988, but the recent increase in U.S. postal rates appears to have scotched that. The cost of mailing to U.S. members will increase by 12 cents for the average issue, or \$1.08 per year. Canadian members will be hit harder. For as long as I can remember, mail to Canada and Mexico carried the same charges as U.S. domestic mail. Now, however, while Mexico has remained at the U.S. rate, mailing to Canada will cost more: 96 cents versus the old rate of 73 cents for the average issue, or \$2.07 per year. I hope this will signal some improvement in Canadian postal service, which heretofore has been fairly describable as awful, even by U.S. standards. (It has taken as much as two weeks for letters to reach me from British Columbia.) Overseas air mail printed matter rates have increased about 40 cents per issue or \$3.60 per year.



While we can absorb the increases for this and the next two issues, there will necessarily need to be an increase in dues for the Volume VII year beginning September 1, 1988, at least for Canadian and overseas members. This is regrettable, but there is no less costly alternative available to an organization of our size. The exact dues for the year beginning September 1, 1988 will be announced in Issue 9, in July.

This is the second postal rate increase to take effect since I took over the Club in 1984. The last one, in 1985, was mild by comparison. If one could expect some improvement in service, it might be more easily accepted. However, all we can fairly hope for is that it won't get any worse.

#### GOOD LUCK, DEREK

Another special welcome to our newest overseas member: Derek Hodgett (#690) of Nottingham, England. (All you Robin Hood fans will, of course, recall that the "heavy" in those tales was the Sheriff of Nottingham; I'm sure the present sheriff is a far more decent chap.) We now have two members in the British Isles, both of whom are named Derek. I daresay the name is far commoner there than here; at any rate, the Messrs. Hodgett and Brown are the only two Dereks I know. Derek Hodgett recently acquired a 1937 Limited--in somewhat rough condition--with right hand drive and leather seats. He inquired of me about the availability of rust-free doors and body panels, and I felt I had no choice but to say he'd better contemplate fixing those he had: rust-free body pieces for Specials are hard enough; a Limited would be next to impossible. Derek has apparently accepted the inevitable and has made a start at this difficult body work. We wish him well.



# FLXIBILITY



## *1937 Buick Ambulance*

STORY AND PHOTOS BY MIKE VOSGANIAN

Here we have something quite unusual: an ambulance (originally ambulance or hearse, depending on the status of the passenger) built on a stretched 1937 Century chassis. Owner Mike Vosganian (#447, Woodland Hills, CA) has really scored with this one, as I expect there are few, if any, others left. It was fairly common years ago, especially in smaller communities without hospital facilities, for funeral cars to double as ambulances: not well-calculated to cheer up the patients, I suppose, but clearly better than walking. Those that have *Seventy Years of Buick* can see pictured therein other examples of such cars made by the Flxible Company (yes, that's the way they spell it). Flxible now makes buses in Delaware, Ohio and is part of the Grumman organization, which used to make airplanes. Mike (who, incidentally, is our Roster Master) has done a fine job giving this veteran a new but very authentic appearance.

December of 1986 I learned from my Buick friend Jim Wallace #283 of a "5-door" 1937 which actually turned out to be a Buick-Flxible combination car built on a Century chassis. This vehicle served both as an ambulance and a hearse, therefore a combination car. Mine was painted black originally and served a smaller Nebraska community where I assume the local funeral home would deliver you to the hospital if you were still alive, or to the mortuary if not. I am not sure how or when it arrived in California but it was retired in 1953.

Upon calling on the ad Jim had informed me of, I found the car to be near the Los Angeles Airport. Since I could not slip away from our business, my wife Barbara volunteered to check things out. She took several Polaroid pictures for me, and encouraged me to buy this special car before some surfers could buy it and ruin it. It was love at first sight even if for me it was via the photos. Ever since I joined the Buick hobby, I have always wanted a low production model. I know it is not on the same plane as a convertible coupe, aphaeton, or a formal limo. But, on its' own level, it is from one of only 69 Century chassis Buick sold in 1937. The Flxible Company is still in business, but when contacted they could not define how many of the 69 chassis their company converted.

Anyway, I bought the vehicle without personally seeing it. My test was to have the seller deliver it to me. Bill, I did not have to go and fetch. To get to my home in the San Fernando Valley the seller had to drive up and over the Santa Monica mountains. Actually I knew he could do it as he had mechanically restored the car. It looked terrible from the outside, broken glass, peeling paint, and torn interior. This was perfect for me since I love to do cosmetics.

On the appointed day I came home from work to find my new combination car already there. I knew from my wife's description that it was big, but it was gigantic! What a thrill for an incurable Buick nut! It is one inch under 20 feet long, and 6 feet 6 inches tall in the rear. The hood which was raised 4 inches by Flxible stands 4 foot 8 inches off the pavement. And it is heavy! If I ever sell



this car I think I will sell it by the pound. The wheel base was stretched out to 156 inches, 30 inches more than a regular Century. My running boards are over 8 feet long.

I made measurable progress restoring this 50 year-old veteran in short order. The local Los Angeles BCA meet was in early June of 1987, so I had about 6 months to prepare. I actually prefer to proceed with haste. It was decided to restore the vehicle as an ambulance, who wants a hearse out in front of one's house? To aid its appearance as an ambulance it was painted red and white 2-tone. The top, hood, and fenders are red. The sides of the hoods, under the belt moulding which includes the doors, and sidemount covers are in white. I want to find proper period lights and siren as soon as possible, can anyone help? The upholstery was done over in black velvet as original. The front seat has 4" pleats as Flxible preferred. I sewed it myself including the headliner which was simplified since it could be tacked up to the wooden interior framework. Actually there are two headliners, one forward of the divider window and one for the rear compartment. Even though everything on the outside is as authentic a late 30's ambulance, the rear compartment will be for luxury seating. The former owner had already planned this and had lowered the floor to sill height forward of the differential, up to the divider window wall. As an ambulance or hearse the floor was originally level so cot or casket would slide in easily. And near the two rear side doors there was enough space for medicine cabinets or actually drawers under the higher floor. These were about 9 inches higher than the door sill. I still need to find another seat that I can upholster for here.

All the glass was changed with all new channels and rubber. The rear window and the two rear quarter windows are done in leaded stained glass with a red cross motif, the design for which was plagerized from an early 30's Buick ambulance picture I have. I recovered the running boards in a heavy ribbed matting as was done before. They were not volcanized like the sedans and coupes. The side-mount covers were missing from the car when I bought it,





and I wanted them before doing the painting. I was lucky. I called an ad in Hemmings regarding a 1937 Century sidemounted parts car. It also turned out to be near the LAX. He informed me that the car had already been sold. I was disappointed of course. But I dejectedly asked if he had anything left that would fit a 1937 or 1938 Buick. He thought a long while and said that he only had 2 sidemount covers complete with back plates too. Exactly what I wanted. It was real hard not to show that I was excited, otherwise I am sure the price would have been higher.

Something was pointed out to me lately by a '30's expert mechanic. The engine in my car is a Special size engine. Even the hood is shorter than a Century hood should be and therefore there isn't enough room for a Century engine. So even if this was a Century chassis, Flxible opted for the Special size engine which doesn't make a lot of sense if you knew how heavy this monster is.

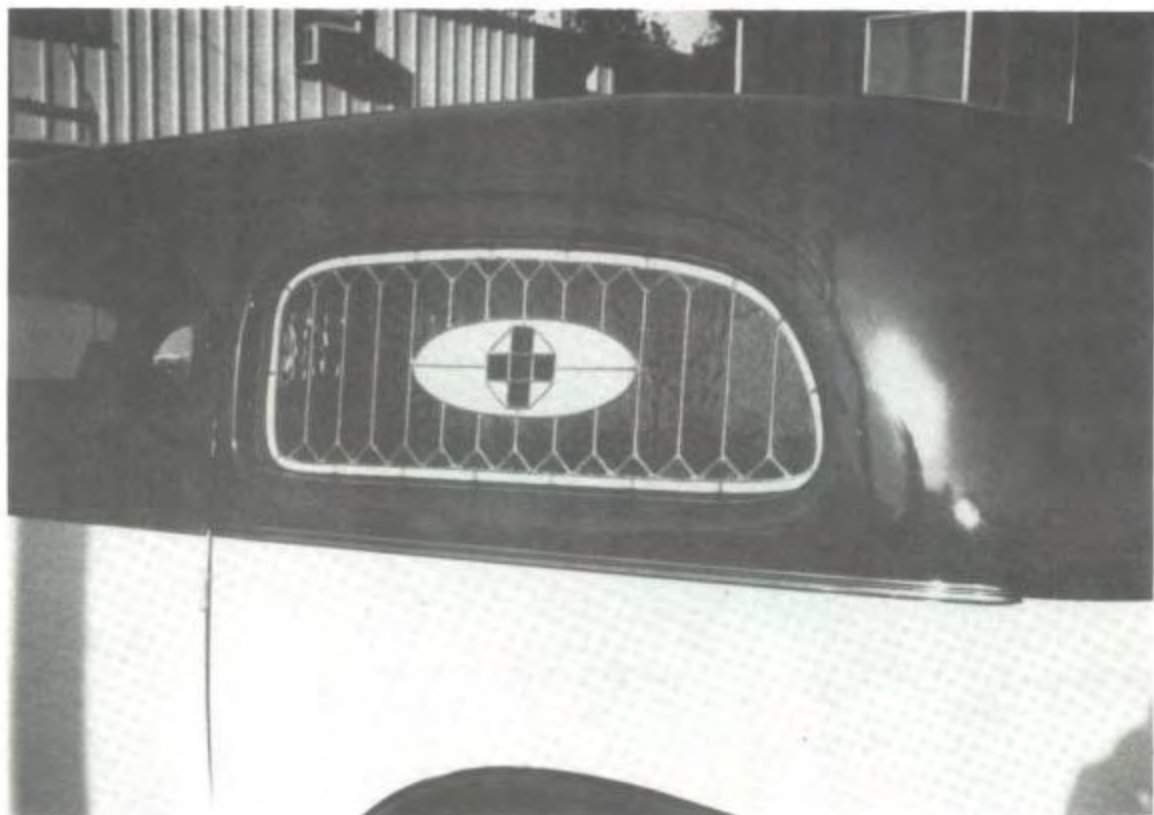
The wheels are 15" alright and the fenders and sidemount wells and covers are Century. But the car is definitely a blend of the 2 models.

Generally the reaction at the BCA meet last June was one of indifference, well actually I was ignored. I will try again this year. Just to show I wasn't discouraged.

My whole family had fun restoring our ambulance and that is the key to our hobby--enjoy it.

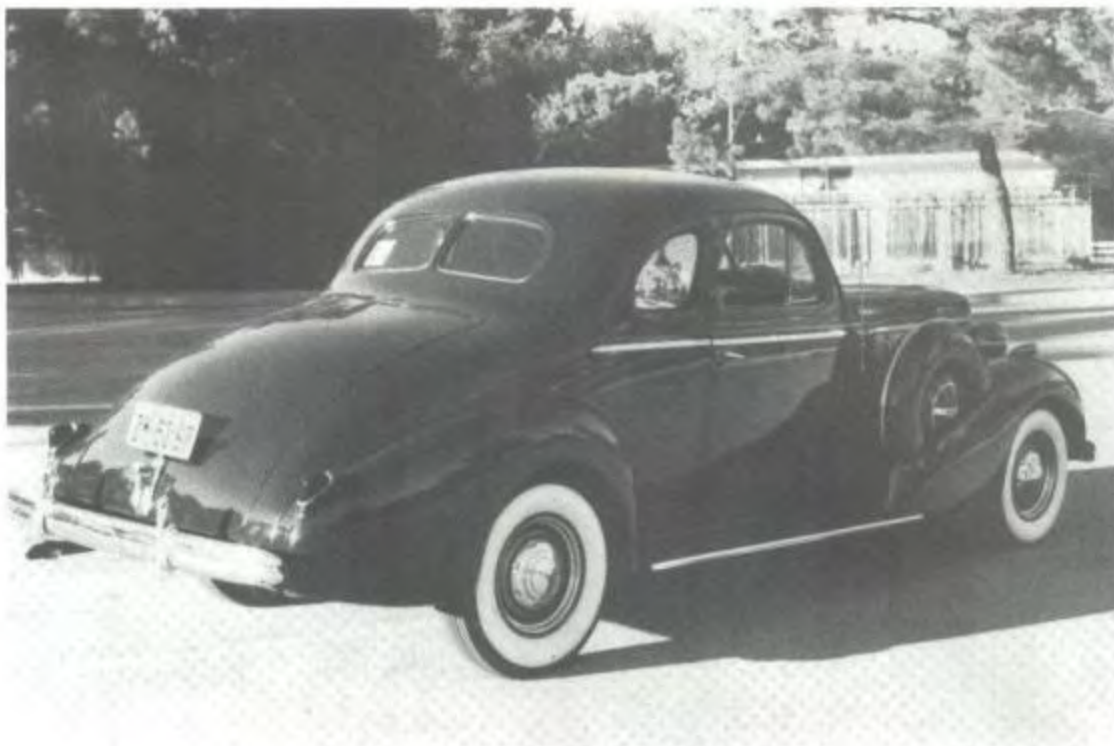


NOTE ON BUICK AMBULANCE. There is a Sayers & Scoville (Cincinnati, Ohio) 1937 ambulance in a Kansas City junkyard. The S&S conversions, also done on stretched Century chassis, modified the "looks" much more than did either Flexible or Miller. Someone should go and rescue this before it disappears. For information, call or write Roy Schmidt (#673), 10200 Vankee Hill, Lincoln, Nebraska 68526; 402/488-6327.





# ● photo album ●



Very nice 1938 Century sport coupe owned by Harry Logan (#651) of Los Altos, California. Harry says that although the car looks good, it needs engine work, and we hope Paul Culp's engine rebuild articles will help. Harry also says this: "I belong to five car clubs, and get the most information and enjoyment from The Torque Tube." Thanks!



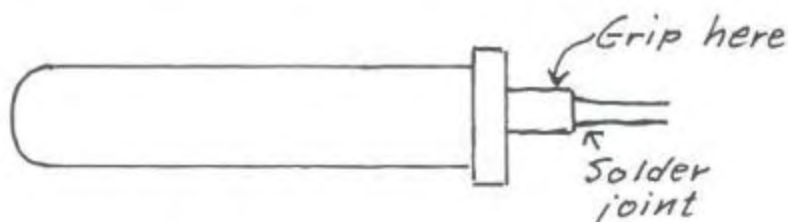


# TECHNICAL TIPS

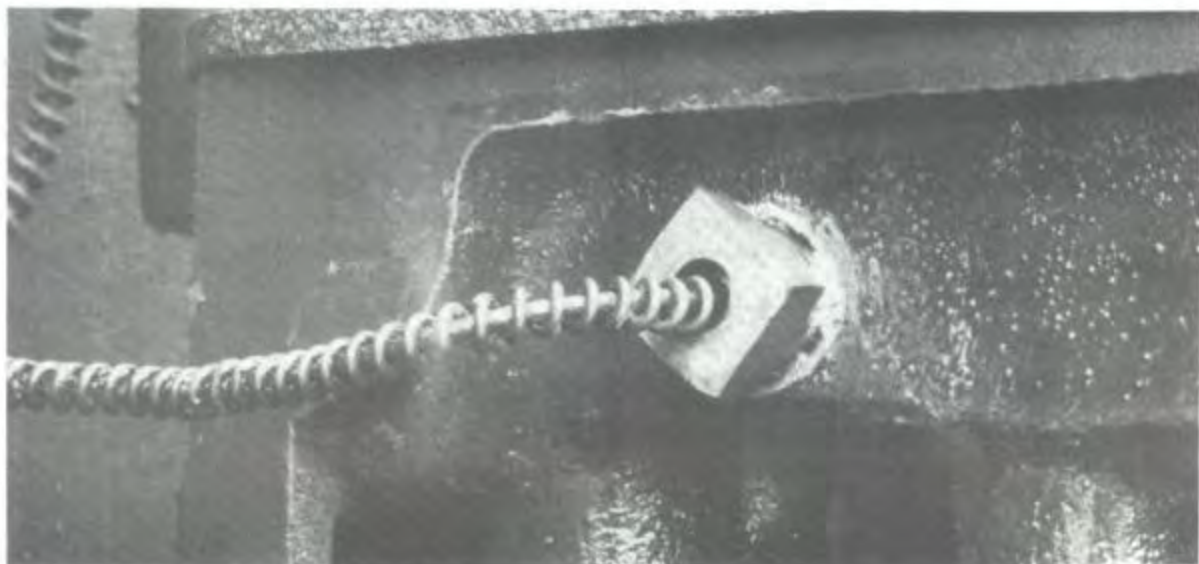


## TEMPERATURE SENDING UNITS

Here's a postscript to last issue's note on temperature sending units. You will recall that the dash gage, the tube, and the bulb that fits into the block are all one unit and cannot be taken apart. The tube is protected by a wire coil along its entire length. It is held in the block by a fitting with a square nut on it. If this nut offers any resistance, allow some penetrating oil to soak into the fitting for a time. Once the fitting is unscrewed, it can be slid along the tube for a distance to get it out of the way. The coil may then be pulled away an inch or so, which is all that is necessary. Squirt more penetrating oil into the hole. Come back later and do it again. A set of long-nose vise-grip pliers are used to remove the bulb. Don't force it! See sketch below:



The brass bulb is approximately  $\frac{3}{8}$ " in diameter by about  $1\frac{1}{2}$ " long and fits into a slightly larger hole in the block. The flange acts as a sealing surface, and if the fitting was tightened too much when last installed, the flange may be distorted to the point where removal is difficult. Since we are dealing with dissimilar metals--brass and iron--anti-freeze and rust corrosion around the bulb is possible, if not likely, adding to the difficulty. Paul Culp says, "Removing the sending unit is a very tender operation--patience is a must!" Force will lead to grief. Only a few people know how to repair these units, and new old stock is now almost impossible to find.





## SIGNAL-SEEKING RADIOS

Gary Mandville (#485) of St. John's Newfoundland sent me some photos (not clear enough to print, unfortunately) of an original Motorola Signal-Seeking Radio. Apparently, this radio was installed in Gary's 1938 Century when new, or at least at a very early date. The two knobs and dial fit into the usual location, but below that hangs another control mechanism, chromed, with six push-buttons, and two plastic knobs on either side. Each knob apparently has three settings, the words for each setting appearing in little windows. Left knob: "Country"; "St. Car"; "City." Right knob: "Voice"; "Music"; "Bass." All this seems fairly clear except for "St. Car." Could that be a setting designed to minimize interference from electric street railways? Now we come to "The Box" as Gary calls it: "The Box is positioned on the fire wall just below the glove box. This has lots of tubes and the controls for setting up six 'self-seeking' stations." There is a circular cover on the left side of the Box which contains instructions. Inside the cover are the controls. Apparently the radio can be programmed to seek out six different stations through operation of the push-buttons. (Also apparently, the car, intended for use only during the original owner's summer vacations, had no heater. The Box takes up the space in which heaters usually go.) So, what is today accomplished by a few tiny "chips," 50 years ago required a ponderous mechanism. (Vive la electroniques, I say.) If anyone can further elaborate this interesting business, please contact the Editor.

**QUESTION** - Does any member have a 1938 Model 46-S (Special sport coupe) with serial number 13333056 or engine number 43515328? If so, I will send the present owner of this car an original invoice showing its sale as a used car in August 1941 in Bennington, VT for \$545.

- Bill



1927  
TO  
1953

### WIRING HARNESSES

AUTHENTIC REPRODUCTION  
WIRING SYSTEMS THRU 1953  
HANDCRAFTED WITH THE  
FINEST MATERIALS  
EACH SUPPLIED WITH:  
LIMITED WARRANTY  
INSTALLATION INSTRUCTIONS  
SCHEMATICS

ALSO OFFERING:  
WIRING SUPPLIES  
BRAIDING SERVICE  
CATALOG OR INFORMATION \$2



BOX 435 WAYNE, PA. 19087



(212) 899-0136

### JIM ALEXANDRO

Carburetor Repair, Restoration and Kits

Receiving Address  
50-01 69th Street  
Woodside, N.Y. 11377

Mailing Address  
P.O. Box 144  
Maspeth, N.Y. 11378

### PROTECT YOUR INVESTMENT



REYNOLDS

### CLASSIC CAR COVERS

JOHN L. REYNOLDS  
21622 Tribune Street  
Chatsworth, California 91311  
(818) 882-6211



- Custom Fit
- Quality Fabrics
- Assorted Colors



# *Engine Rebuilding~Parts 2 & 3*

---

## *2: Engine Mounts*

### ENGINE MOUNT RESTORATION

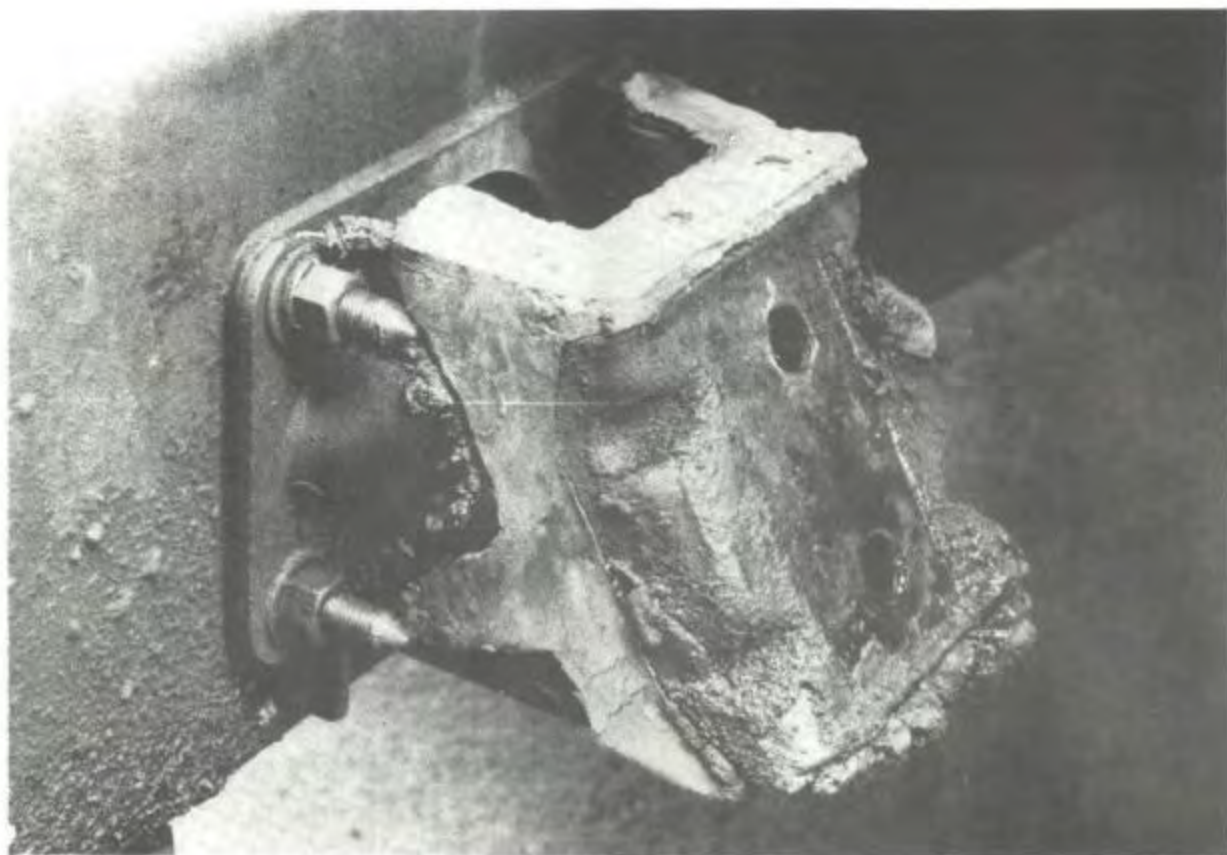
Automobile engines are attached to the frame at two, three or four points, depending upon the configuration of the engine and the type of mounting employed. The 1937 and 1938 Buick mounts the engine at four points, with a fifth supporting the transmission. Rubber is interposed at each point to insulate the frame and body from vibration and noise.

In a prior issue we discussed the Buick torque-tube drive. It may be recalled from that discussion that where a torque tube is employed, the torque of the driven road wheels is transmitted to the frame, propelling the car forward, through the tube to the transmission and engine block to the frame. (In designs using an open drive shaft jointed at either end, torque was transmitted to the frame through the rear springs.) Since the car is in effect propelled forward by its engine mounts, it is thus clear that the mounts must be tight and in good condition. An excellent time to replace or recondition engine mounts is when doing a major overhaul with the front end sheet metal removed. Indeed, it would be foolish not to do this. There are differences between 1937 and 1938, between small and large series engines, and in some cases between series. (1937 and '38 rear engine supports are the same, but there are three different versions: 40; 60; and 80-90 series. Front mounts differ from 1937 to 1938 and in each year there are two versions: 40 and 60-80-90 series. Transmission supports differ also from 1937 to 1938 and in each year there are three versions: 40; 60; and 80-90 series.) The photographs show mounts from a 1938 60-series engine; however, for each model the principles are the same.

Some parts consist simply of a rubber pad; however, in the case of the main support parts rubber is vulcanized around a steel core. Reconditioned or after-market units may from time to time be available from suppliers. Lynn Steele will vulcanize new rubber around your old cores. This job generally takes about three weeks, but may go longer at certain times of the year. (See the Lynn Steele catalog.) This service may appear a bit pricey at first but, all in all, I think its pretty reasonable considering that the cost approximates the rate of inflation over original cost 50 years ago. (About 5% per year.) Moreover, I don't know any other way of getting it done.

The front of the engine is supported through a heavy steel stamping bolted to the front of the crankcase. The arms of this stamping rest on two rubber pads which are supported on reinforced sections of the frame, through which bolts are passed. The rear mounts are built up of two formed steel

ARTICLE AND PHOTOS BY PAUL B. CULP, JR.



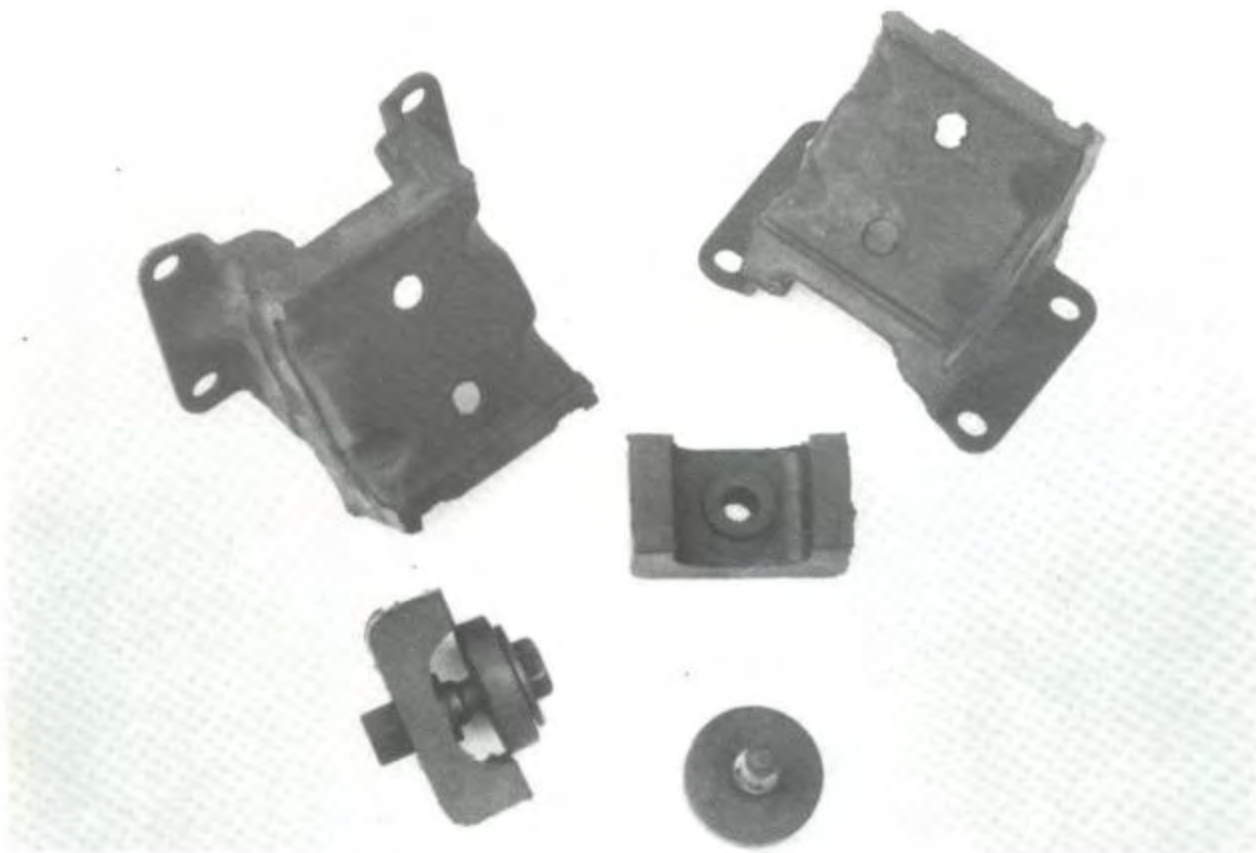
*Original rear mounts attached to frame.*

plates joined together through a layer of rubber vulcanized to each plate. The inner plate is bolted to the bell housing, and the outer to the frame. Shims may be used to center the engine, which is essential for proper location of the torque ball.

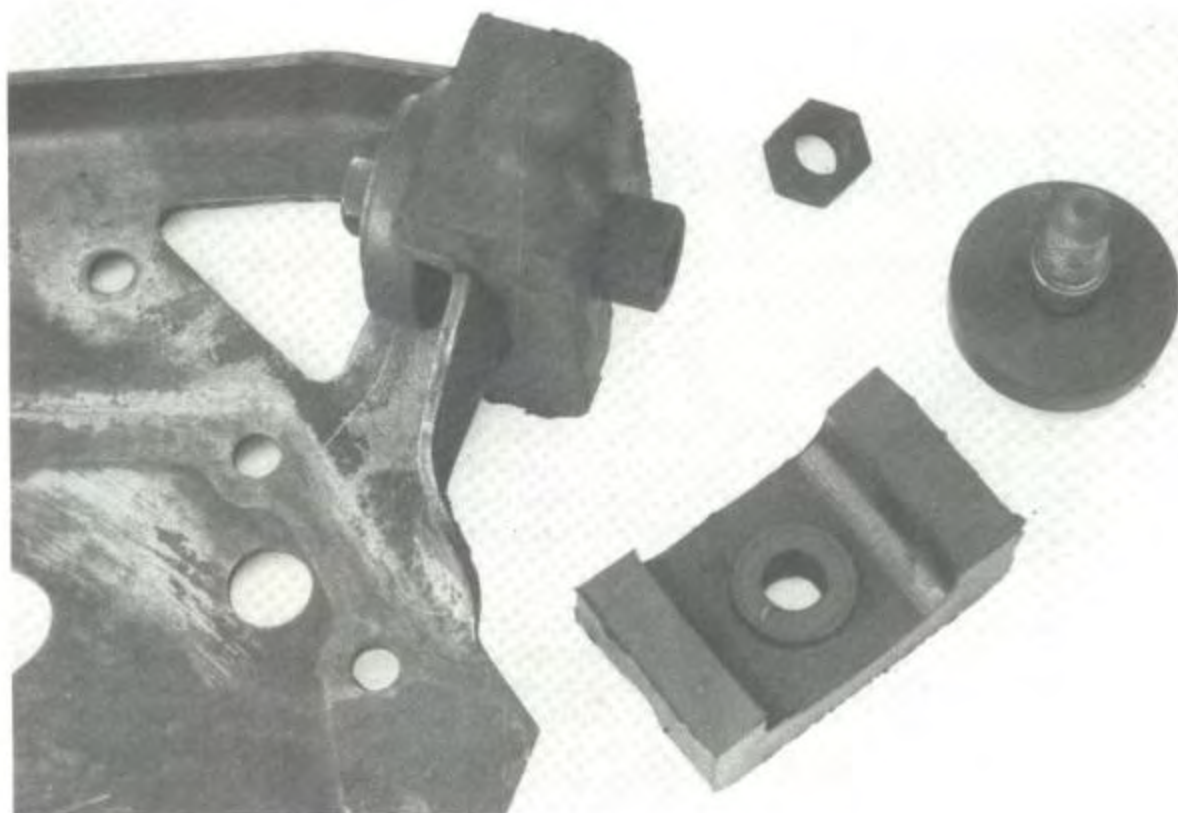
A fifth support, the transmission steady rest, is located at the rear of the transmission. This is also rubber insulated. Transmission supports vary, as noted above, but in each case the transmission is supported on a frame cross member. Slotted holes, together with shims, allow for proper adjustment.

Installation is covered in the Shop Manuals under "Engine Supports and Mountings" and is quite straight forward, although on some models the transmission support may require a bit of handwork.



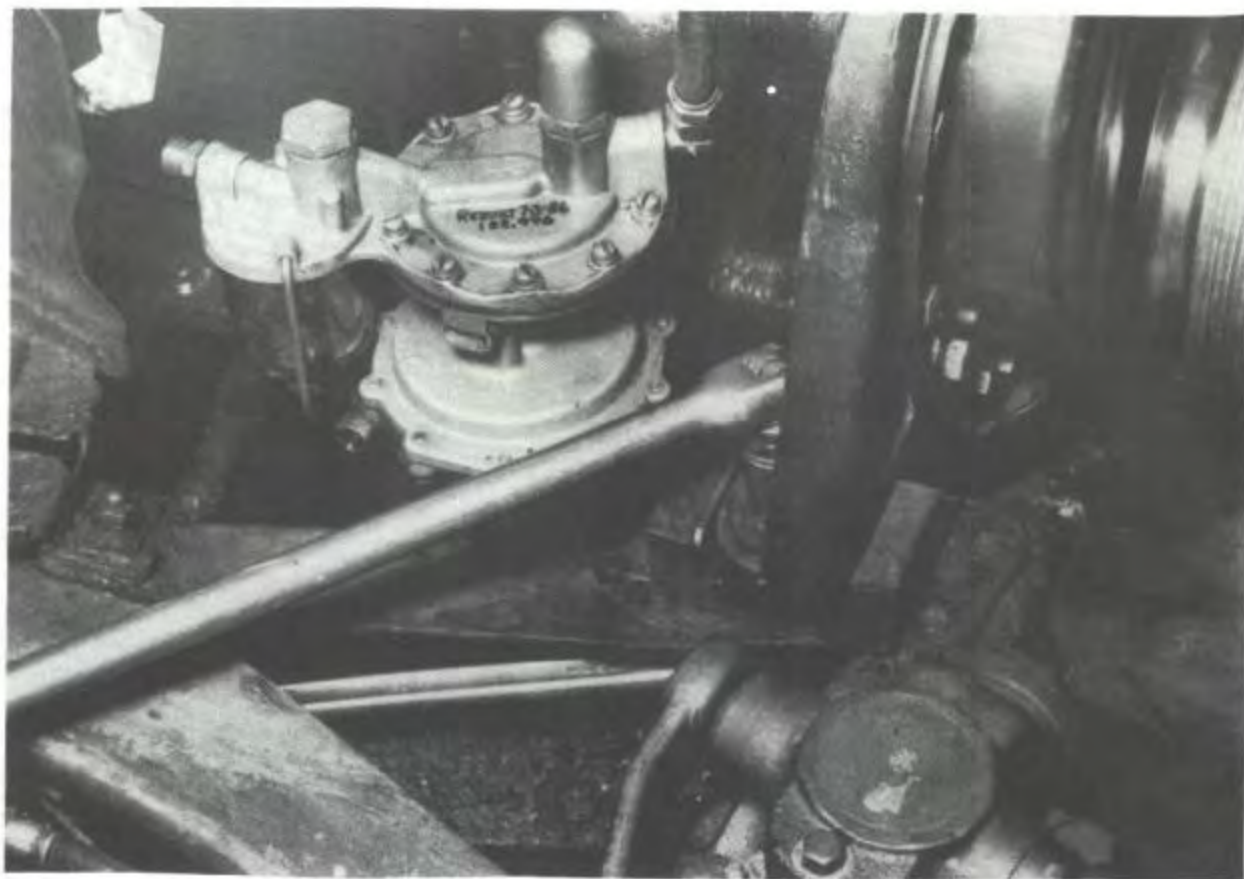


*Restored engine mounts (rear mounts at top).*



*Restored front mounts and front stamping.*





*Restored front mounts attached to frame.*

## ***3: Insert Rod Bearings***

ARTICLE AND PHOTOS BY PAUL B. CULP

The connecting rod, as its name implies, is the connection between the piston and the crankshaft. It joins the wrist pin in the piston with the throw of the crank, and by virtue of its motion the reciprocating (up-and-down) action of the piston is converted into the turning motion of the shaft. The lighter the rod and piston combination, the more resulting power and the less vibration, because the reciprocating weight is less. (Thus, Buick began using cast aluminum pistons, instead of iron, in 1936.)

The Buick rod is heat-treated, drop-forged steel with an I-beam cross-section. The lower part of the rod (also sometimes called the "big end") is split to permit its being clamped around the crankshaft. The split end incorporates two babbitt-metal bearing surfaces bonded directly to the rod at the time of manufacture. (Babbitt-metal was named for inventor Isaac Babbitt (1799-1862). Originally it was an alloy of tin, copper and antimony, but later other metals--lead, cadmium, and silver--were also used, and the name came to be applied to any relatively soft, low-friction alloy used in bearings.) Thin pieces of metal--shims--are provided between the two joining surfaces of the big end to allow for adjustment. These are in .0015 increments and can be

added or removed to compensate for bearing wear and to obtain correct clearance between the rod and the crankshaft. (Plainly, there must be some "space" between the crank "journal" and the rod bearing to allow oil to penetrate, and the crank to turn freely. When this space gets too large, the rod begins to bounce around, leading to ominous "knock" and rapid bearing failure.)

All Buick engines employed the babbitt-metal bearings until 1949, with the exception of industrial power plant engines used in buses, fire trucks, generators, sawmills, and the like. From an earlier date the industrial engines used a split-shell liner or "insert" bearing. This type of bearing is not bonded directly to the rod steel, but rather is a separate part held in place by offset tangs (or tabs) and by the bolts which clamp together the two parts of the rod. Insert bearings are typically made in two or three layers: a steel backing covered by a modern low-friction alloy, sometimes with a sintered copper layer in between. (For numerous reasons, the outer bearing surface cannot be as hard as steel: for example, it must have a certain amount of "conformability"--that is it must change shape slightly. It must also be soft enough to absorb tiny pieces of foreign material.)

In 1949 Buick finally put insert rod bearings into its passenger car engines. This required a new-design rod. Only the most extreme "purist," who values historical accuracy above all else, should, in my opinion, retain the old-style bearings today in doing an engine rebuild. Common sense dictates that the numerous advantages of insert bearings be gained: after all, when one is finished, the bearings are out of sight.

Here are some of the advantages:

1. Replacing rod bearings requires only dropping the pan; the rods need not be removed from the engine.
2. Worn bearings can be replaced individually or by the set, in sizes ranging from "onsize" to .040 undersize.
3. The insert bearing uses a much thinner layer of modern babbitt-metal or other low-friction alloy; this--believe it or not--has been found to prolong bearing life considerably.

Thus, the insert bearing is much more reliable and much easier to repair.

Recognizing that the insert-type rods in 1949-52 Buicks would improve things, many people obtained and used them in rebuilding pre-1949 engines. The result: These '49-'52 rods have become very scarce. A few firms can re-babbitt original rods using modern alloys, but one need not fall back on this. An alternative is to convert your existing original rods to accept the insert bearings. Where this is done, because of certain limitations in the original rods the '49-'52 bearing inserts cannot be used. We must choose a more modern equivalent.

Rod conversions can be performed by several firms that advertise in Hemmings Motor News and other old-car publications (e.g., Terrill Machine Company in Texas). Or, a good local machine shop could probably do it, with some careful guidance. (Prices range from \$18 to \$30 per rod.) However, since I have access to machine tools and some experience in their use, I decided to do the job myself. Before starting out, I enlisted the aid of one of our Club experts, Bob Pipkin. The following is a description of the conversion, using his guidance and knowledge.

The original connecting rod was engineered with plenty of width so as to spread the load and reduce unit pressure on the bearings, and because of the limitations of the motor oils then available. With today's bearing materials and lubricants, the original rod would be over-engineered. This is important: As you will see, we can use a modern insert bearing narrower than the rod, and narrower than the original babbitt-metal bearing surface. This enables us to find a modern insert bearing that will work; we need not have '49-'52 Buick inserts.

The "Pipkin Alternative" is to use the inserts for a 455 CID Buick engine of the years 1973-75. (This is a "muscle car" engine, and the parts are tough.) These inserts measure only  $1/16$ " in thickness, which brings the total rod bore diameter to  $2-3/8$ ". This is a difference of  $1/8$ " from the original diameter of  $2\frac{1}{4}$ ". Thus, in addition to adapting the original rod to take the securing offset tangs of the insert, we must cut away some material to increase the bore diameter.



LEFT: original rod (2.250 diameter).  
CENTER: rod machined to 2.368. RIGHT: finished rod honed to 2.3745 with key ways cut for insert bearing tabs.

Here is how I did it. The rods were removed from the pistons, and each of the upper and lower ends were numbered so that the parts would go back together as they were originally. This is important to preserve balance. All of the brass shims were removed, along with any burrs on the joining surfaces. Once this was completed, the rods were reassembled and the bolts torqued to the specified amount: 60-65 foot-pounds.



The rod big-end diameter must be enlarged. This can be done by either boring in a lathe fixture or milling on a rotary table mounted on a milling machine. This job is not to the finished dimension of 2.3740 to 2.3745. The machining operation should leave the diameter between .004 and .010 undersize. The finished diameter is achieved by honing.

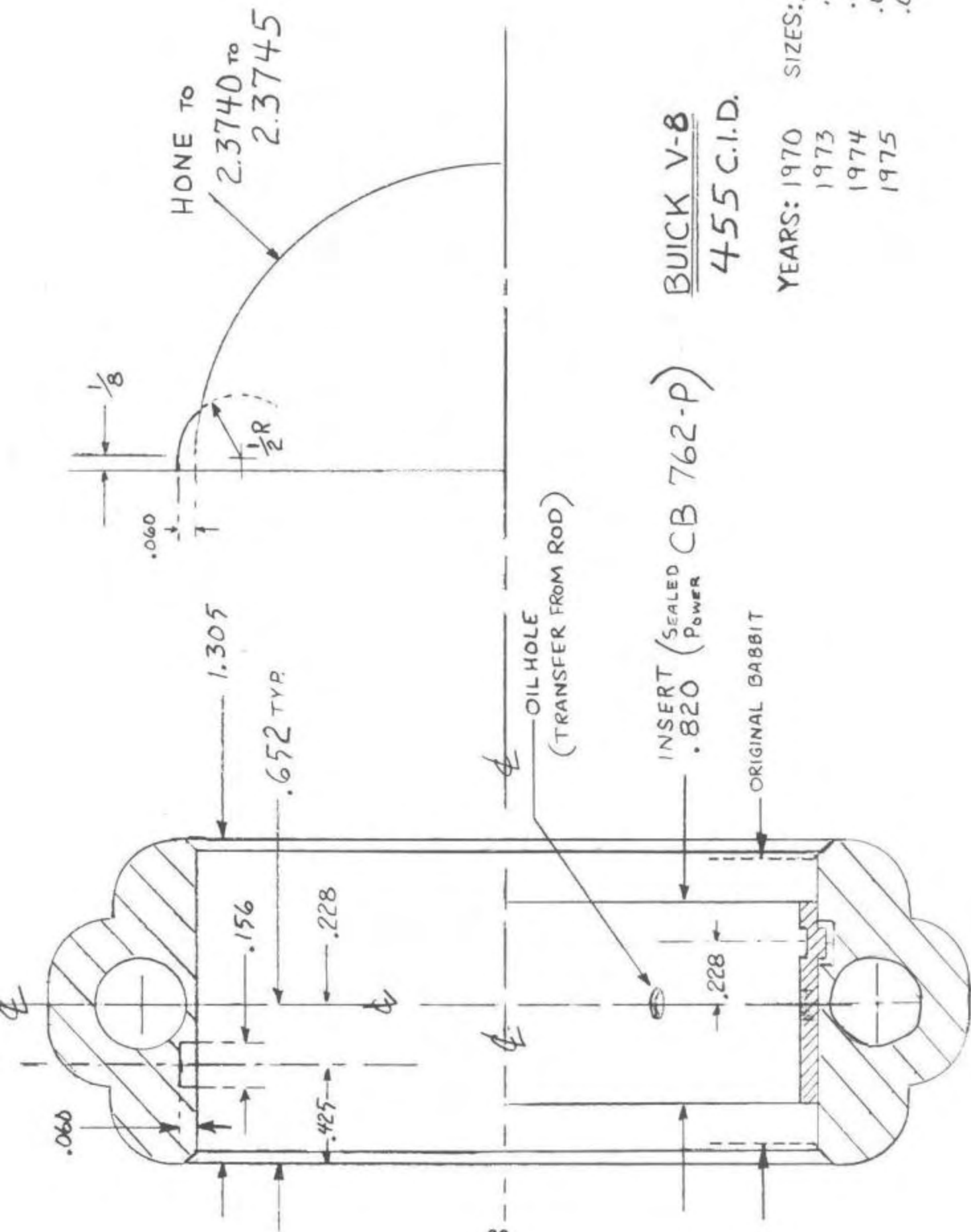


*Machining original rod to increased diameter, using rotary table on milling machine.*

After all rods have been machined to approximately 2.368 diameter, they are again disassembled so that slots for the bearing shell tangs may be cut. The slots are .228 off-center, one slot per bearing half. For this operation a keyway or "Woodruff" cutter was used to make the slot 1/8" wide by 1/16" deep by approximately 5/16" long. This is done before honing so as to avoid any surface irregularities, burrs or metal displacement. At this point the oil hole can be transferred from the rod through the bearing shell.

Again the rods are cleaned, reassembled and torqued. The last operation is honing. An automotive machine shop performed this for me, along with an acid bath cleaning, for \$80. It is important that the honing meet the specs for the 455 engine: final bore diameter of 2.3740 - 2.3745.

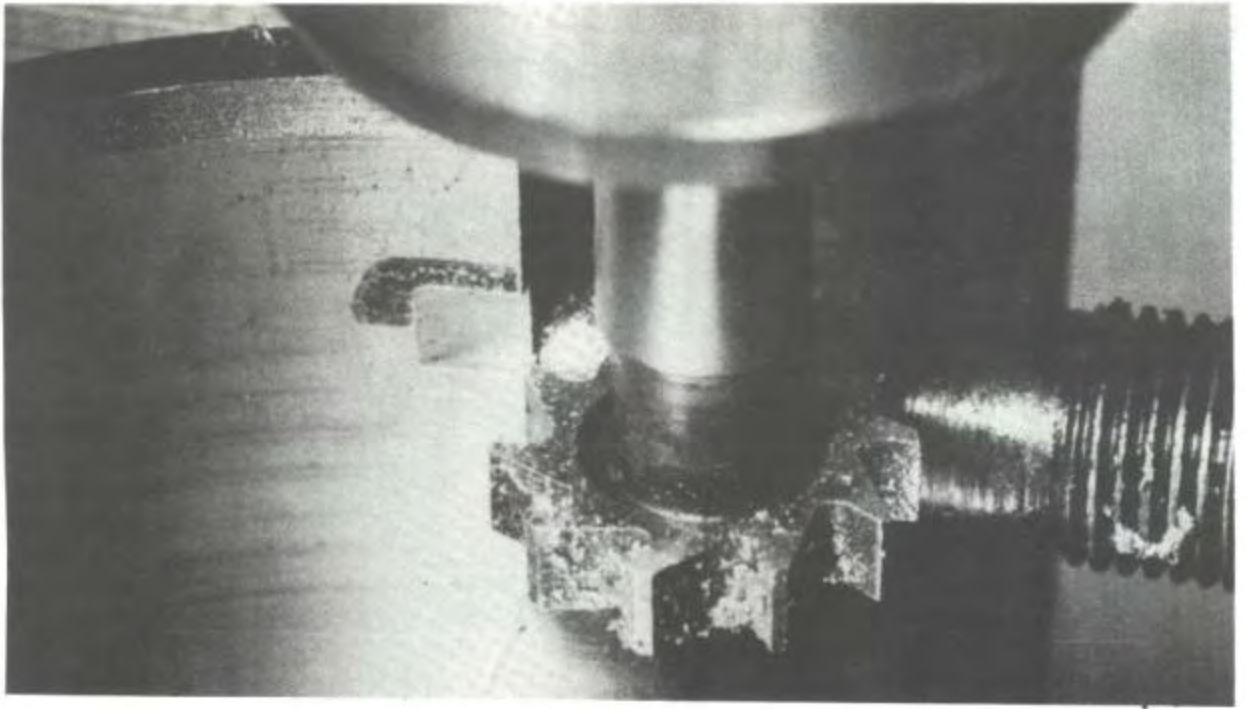
Now the new insert bearings may be inserted into the main piece and cap of each rod before assembly of the engine. If everything has been done right, they will be centered exactly in the rods.



BUICK V-8  
455 C.I.D.

YEARS: 1970  
1973  
1974  
1975

SIZES: .001  
.010  
.020  
.030  
.040



*Cutting slot for bearing insert tab, using a key way cutter.*



*Finished rods honed to size (2.3740 to 2.3745) with bearing inserts from mid-1970s 455 Buick engine. Note that the new bearing is narrower than the rod (left bottom).*

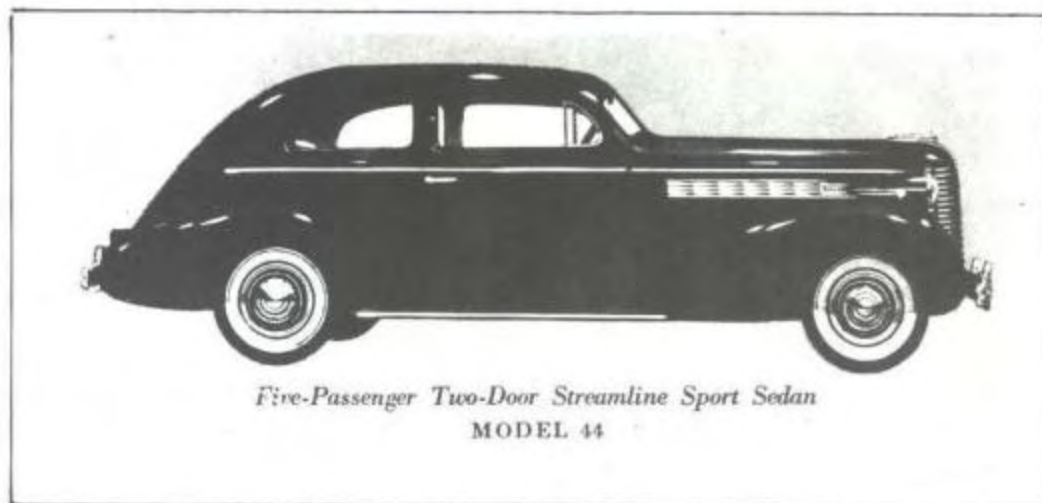




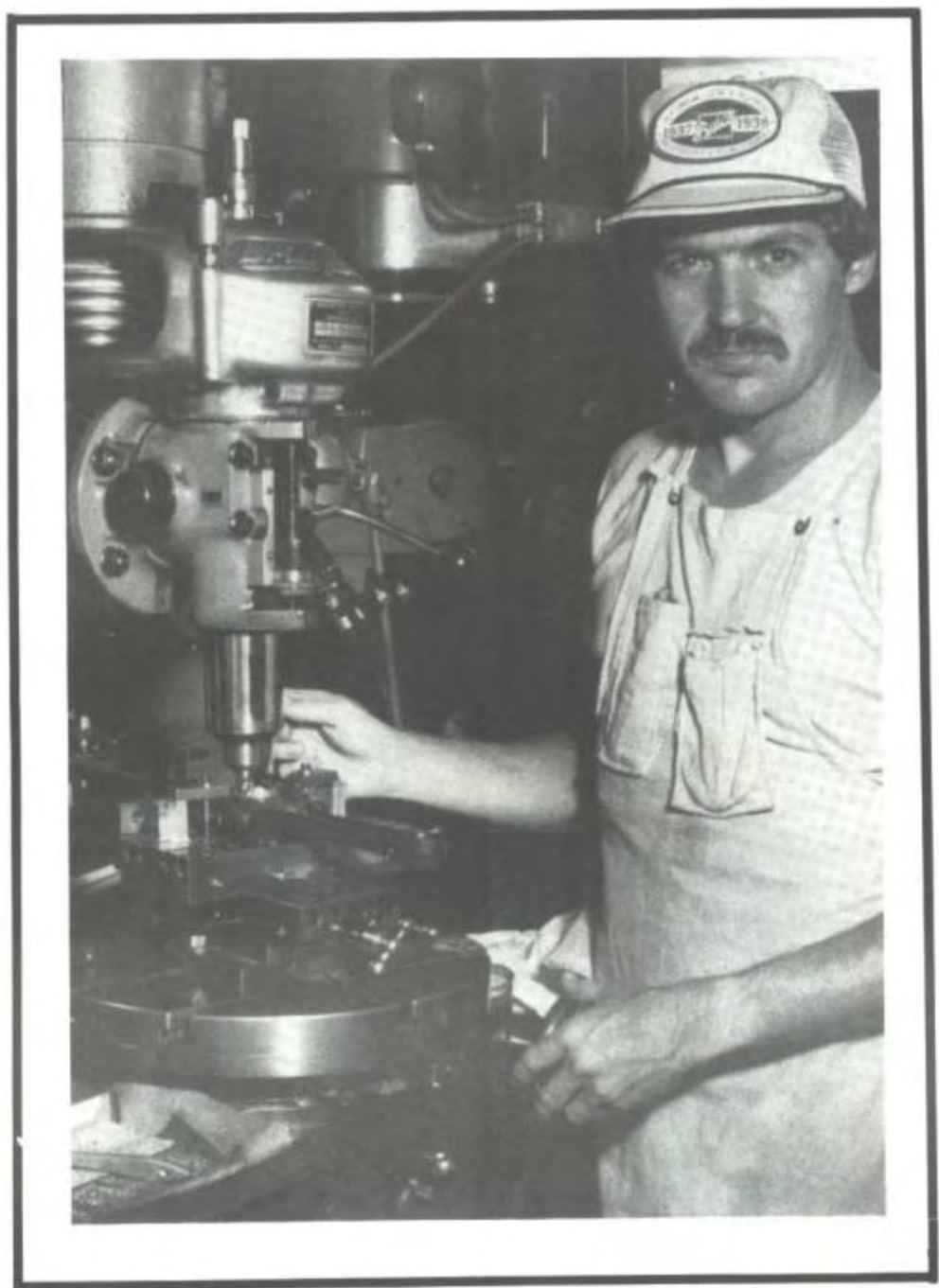
*Finished rod and insert-type bearing.*

Since we've gone to all this trouble already, it is well worthwhile to have the engine balanced. This, along with several other necessary procedures, will be addressed in future articles.

Thanks again to Bob Pipkin for invaluable help, and to our Editor for making my words readable!



*Fire-Passenger Two-Door Streamline Sport Sedan  
MODEL 44*



*Author Culp at work with milling machine. Note he is wearing his lucky hat.*



## NEW MEMBERS



Ronald W. Dent #684  
1316 Sunset Ave.  
Pt. Pleasant, NJ 08742  
201/899-3423  
'37 46C

Mark Braun #685  
4232 Penn Ct.  
Bloomington, IN 47401  
812/339-6846  
'37 41

William D. Earl #686  
1907 Oak Grove Rd.  
Howell, MI 48843  
517/546-9255  
'37 61

Richard Jepson #687  
Box 964  
Pocasset, MA 02559  
617/548-8893  
'38 60C

Lawrence DiBarry #688  
212 North 6th St.  
Chambersburg, PA 17201  
717/263-3804  
'37 41

Howard DeRusha #689  
24111 89th Place, West  
Edmonds, WA 98020  
206/774-0722

Derek Hodgett #690  
Moss Spring House  
33 Nottingham Rd.  
Nuthall  
Nottingham NG16 1DH  
ENGLAND '37 91

Joseph S. Bettancourt, Jr. #691  
307 Smith Neck Rd.  
S. Dartmouth, MA 02748  
617/997-8076  
'38 46C

Lee C. Deskin #692  
3927 Parkcrest St.  
Springfield, MO 65807  
417/881-3763  
'38 41

### NEW ADDRESS

Tom Gentile  
391 Piedmont St.  
Waterbury, CT 06706  
(Tom got married!)

Steve Nathanson  
2650 Jones Rd. #1  
Walnut Creek, CA 94596

### BACK IN THE FOLD

Salvatore Biagini #566  
91-59 111th St.  
Richmond Hill, NY 13676

Glenn Seymour #345  
8 Cedar St.  
Potsdam, NY 13676

Ralph Jones #216  
P.O. Box 75  
Rayland, OH 43943



## CARS FOR SALE



CAR FOR SALE: 1937 model 44, plain back two-door Special.  
This is a very unusual model. Dual sidemounts, new wide whites.  
Excellent running & driving car. Old original interior. No rust.  
\$7000.

H. LEE HOPKINS (#013)  
1367 French Ave.  
Gridley, CA 95948-9522  
916/346-5854

CAR FOR SALE: 1938 Century, model 67. Dark green repaint over  
original black. Interior very good original condition. 54,000  
miles. Very quiet & very fast. Original jack bar; original  
manual; Motorola "Signal-Seeking" radio. Complete history of  
car: purchased in U.S. & brought to Canada in 1938. Asking  
CAN\$6000 (or nearest offer not under CAN\$5000).

GARY MANDVILLE (#485). 16 Cornwall Heights, St. John's,  
Newfoundland A1E 3G7 Canada. Phone 709/579-8930.





# PARTS EXCHANGE



## PARTS FOR SALE

The following parts are 37 40-60 series:

1 rear bumper.....	\$40.00
60 series steering assembly.....	50.00
Set 60 series sidemount fenders, with wheel well hardware.....	500.00
Plain back trunk lid.....	50.00
60 series door & side window garnish moldings, 2-door sed.....	100.00
40 series coupe left door garnish molding.....	25.00
1 16-inch 40 series wheel.....	40.00
60 series transmission.....	75.00
2 fair hubcaps.....each.	10.00
2 coupe opera seat stands...each.	15.00
Center strip emblem.....	15.00
Set, parking light chrome, new...	50.00
Same, original, no pits.....	40.00
Plain back trunk light assembly..	50.00
Clock.....	25.00
Tail light lenses.....each.	25.00
Color sales catalog.....	75.00
Owner's manual.....	50.00

The following parts are 38 40-60 series:

Bumpers.....each\$	40.00
Rear fenders.....each.	50.00
Set, Century sidemount fenders all frame & wheel well hardware, wheel centering plates, locks, covers, etc. Very nice.....	2000.00
Set, 37 or 38 sidemount covers..	300.00
Hubcaps.....each.	20.00 to 30.00
Set, front shocks, new rebuilt..	100.00
Headlight bucket.....	25.00

Various body moldings.....each	10.00
Clocks.....each	25.00
BUICK 8 trunk emblem.....	25.00
Ashtrays.....each	7.50
Complete set dash gages.....	25.00
Horn buttons.....each	10.00
Hood ornament, <u>very good</u> .....	50.00
Headlight switches w/knobs...each	15.00
Radio grilles.....each	10.00
Glove box doors.....each	7.50
All inside door handles.....each	7.50
Set, original headlight lenses, trim rings, reflectors.....	75.00
Set, headlight lenses.....	40.00
Bumper guards.....each	15.00
Tail light assemblies, no lenses, each	10.00
Trunk handle.....	10.00
Instrument panel w/gages .....	40.00
60 series air cleaner.....	50.00
Oil bath air cleaner.....	75.00
Front center grille guard, "sharktooth".....	40.00
Rear center fold-down guard.....	150.00
Dealer color catalog.....	85.00
Owner's manual.....	50.00

Also have many engine parts, large & small series; NOS head gaskets, standard & high compression.

H.LEE HOPKINS (013)  
1367 French Ave.  
Gridley, CA 95948-9522  
916/846-5854

### 1938 Buick Century Drive Train:

Sandblasted and painted, transmission, rear end, and frame. N.O.S. front shocks. New parts include, King pins, Tie rod ends, Wheel cylinders, Master cylinder, Brake hoses, Bushings in brake & clutch pedal, and Rear shocks. All of this is put together, the brakes work, and if an engine was on it, it could be driven. I have about \$2,000.00 invested in parts and labor in this drive train. I need money fast to buy tires for my other car. I will let the drive train go for the closest offer to \$800.00. I may be able to deliver it to the BCA meet in Flint Mich. or Bethlehem, PA. I also have a clear title for this drive train.

Call: David A. Bylsma (301)-551-7236 between 5PM & 9PM E.S.T  
7747 Siden Drive, Hanover, Maryland 21076

FOR SALE

37 Intermediate Steering Arm Bushing Ket		15.00
37 Radiator	( Large Series )	75.00

Parting Out A 1938 Buick Century 61 & 68

38 Dash Headlight Switch		20.00
38 Instrument & Map Light Switch		10.00
38 Special Front Fender Screws		2.00 ea
38 Plugs for Radio Holes in Dash		20.00 set
38 Also Selling Plugs for Radio Holes Seperate		7.00 ea
38 Radio Hanger		5.00
38 Chrome that go,s behind the Radio Knobs		10.00 set
38 Used Radio Parts	Make Offer	
38 Ring that holds the Horn Button on	( Very Good )	20.00
38 Defroster Vents that mount under the dash		10.00 set
38 Firewall Vent		10.00
38 Sealed Beam Headlights & Chrome Rings		25.00 set
38 Muffler Hanger ( Used )		10.00
38 Tail Pipe Hanger( Used )		5.00
38 Door Hinges		15.00 set
38 Hood Hold Open Arms		10.00 set
38 Vent Handel		10.00
38 Sun Vissors	Make Offer	
38 Parking Light Parts	Make Offer	
38 ( 1 ) Parking Light Chrome		40.00
38 Drivers Side Grill Chrome that bolts on hood ( Rechromed )		30.00
38 Amp Meter Gage ( Used )		25.00
38 Oil Presure Gage ( Used )		25.00
38 Water Temp. Gage ( Used )		35.00
38 Gas Gage		25.00
38 Horns		15.00
38 Grill	( Some pits but good )	45.00
38 Steering Wheel Core ( Maroon Plastic with Cracks )		20.00
38 Tail Lights ( Base, Lence, Etc... )		45.00 pr
38 Rectagular, Door Mirrior		10.00
38 Rear View Mirrior		10.00
38 Side Mount Lock		20.00
38 2 - 15" Wheels ( Rusty, Good for a Spair )		10.00 ea
38 Hub Caps ( Very good, But Used )		30.00 ea
38 Hub Caps ( Very Good, But need to be rechromed )		10.00 ea
38 Rear License Plate Bracket		10.00
38 Dash Chrome Strip ( Century )		10.00
38 Parting Out Front End ( Axles, A-Frames, Etc... ) ( Century )	Make Offer	
38 Battery Box ( Century )		10.00
38 Rear Arn Rest Ash Trays ( Century )		10.00 pr
38 Hood ( Century )		45.00
38 Side Panels ( Century )		20.00 nr
38 Two Door Sedan Doors ( Special & Century )		100.00 pr
38 Running Board Brackets ( Special & Century )	Make Offer	
38 Front Shocks (Rebuildable) ( Special & Century )	Make Offer	
38 Nose Grill & Radiator Suport ( Special & Century )		25.00
38 Rear Fender Gravel Gaurds ( Special & Century )		10.00 ea
38 Front Wing Vents ( Special & Century )		45.00 pr
38 Rear fender ( Special & Century )		45.00 ea
38 Front Sway Bar ( Special & Century )		15.00
38 Rear Sway Bar ( Special & Century )		20.00
38 Side Panels ( Limited )		20.00 pr
38 Rear Sway Bar ( Roadmaster or Limited )		35.00

Call Between 5:30PM & 9:30 PM Eastern Standar Time, Mon. Thru Fri.,  
 Anytime Sat. and Sun. May Deliver Parts To the B.C.A. Meet in Flint. or  
 to the B.C.A. Meet in Bethlehem, PA. All Prices Plus Shipping.  
 Call David Bylsma #117 in Maryland (301) 551-7236

Parting Out a 1938 Buick Special 41 & 48

38 Starter	55.00	
38 Distributor	45.00	
38 Generator	55.00	
38 Engine	( Or Best Offer) 600.00	
38 Radiator	75.00	
38 1-Wing Vent	25.00	
38 Trunk Hold Open Arm	25.00	
38 Carburetor	35.00	
38 Automatic Choke with Starter Switch	50.00	
38 Transmission	75.00	
38 Headlight Reflectors	35.00	pr
38 Headlight Lences	70.00	pr
38 Headlight Lence Chrome Rings	25.00	pr
38 Parking Light Parts	Make Offer	
38 Tail Light Lences	30.00	pr
38 Tail Light Parts	Make Offer	
38 Radio ( Not working, But you can put a new Radio inside)	75.00	
38 Horn steering column relay	10.00	

Call Between 5:30PM & 9:30PM Eastern Standard Time, Mon. Thru Fri. ,  
Anytime Sat. and Sun. May Deliver Parts to the B.C.A. Meet in Flint. or  
to the B.C.A. Meet in Bethlehem, PA. All Prices Plus Shipping.

Call David Bylsma #117 in Maryland (301) 551-7236

---

ALL NOS PARTS: Voltage regulators, 37-38 Delco 4-pin replacement  
for original 5-pin regulator; in boxes with instructions. Delco  
#1607 37 vacuum starter switches (Stromberg carb). Delco 38 starter  
switches. Cigar lighter elements (the push-in part); have maroon  
knobs, you can switch knob for 37 or 38. 1932-5 instrument light  
switches--will work on 37 & 38. Windshield wiper arms & blades.

CHRIS LEWIS, c/o DAVE LEWIS RESTORATIONS, 3825 South Second St.,  
Springfield, IL 62703. 217/529-5290.

---

Various pieces of stainless side belt molding, from a '37  
Century 4--door and an ambulance.

ROY W. SCHMIDT (#673). 10200 Yankee Hill, Lincoln, NE 68526  
402/488-6327

---

Restored 1937 "banjo" steering wheel. The plastic was done by  
J.R.Donaldson, and the chrome is very good. This was donated to  
the Club by Gene Slusser (#005) and will be sold to benefit the  
Club. If not sold through this ad, I will bring it to the BCA  
National in Flint. \$160, shipped in continental US.

BILL OLSON (#427). 842 Mission Hills Lane, Columbus, OH 43235.  
614/687-3041 office; 614/436-7579 home.

---

AD DEADLINES FOR REMAINING VOL.VI ISSUES

No.8--Mailed June 20, Deadline June 6  
No.9--Mailed July 25, Deadline July 11



For sale		Ship 10%
1. 4 N.O.S. wheel cyl. Kits 1'1/6" rubbers	37,41	\$10.50
2. 1 set new pedal pads	36 to 41	3.00
3. 1 set used plug wires — — — —	37,41	3.00
4. 1 rubber choke cable cover- new	37,41	4.00
5. 1 used fuel pump-needs rebuild	37,41	
6. 1 6 volt used coil-good	37,41	3.00
7. 1 coil bracket — — — — —	37,41	1.00
8. 1 49" 1 ga. battery cable (new)		2.50
9. 1 dimmer switch new		5.00
10. 2 brake hose, R & L, (used) fr. — — —	37,41	2.50
11. 2 plug wires, 1-15", 1'34", (new)	37,41	.50
12. 1-15" upper oil line - used — — —	37,41	3.00
13. 3 sets chrome valve caps - new		1.25 ea
14. 1 set silent wind breezes - chrome new		4.00
15. 1 pattern for leather shift linkage -	37,41	1.00
16. 6 rods - 37,41 Buick (1296058B) used -	37,41	10.00
17. 1 pair tie rod ends - ES47-used	37,41	9.00
18. 1 pair tie rod ends -ES47 used	37,41	9.00
19. 16 outer valve springs used — — —	37,41	.50 ea
20. 17 valve guides used	37,41	1.00 ea
21. 7 intake valves used	37,41	10.00all
22. 7 exhaust valves used — — — — —	37,41	10.00all
23. 1 timing gear used	37,41	20.00
24. 8 champion D-16 plugs used	37,41	2.00
25. 1 sprocket — — — — —	37,41	10.00
26. Artic winter front new <sup>1-30 over</sup>	1941	4.00
27. 4 aluminum pistons- 3-.20 over (used)	37,41	2.00
28. Horn ring used 1331530 road,Dyna, —	1949	25.00
29. Horn ring used 1340919 special —	1952	25.00
30. Horn ring used 1340519 " — "	"	25.00

All engine parts etc. in good condition  
when taken off car.

CURT SCHLUETER  
18510 Homewood Avenue  
Homewood, Illinois 60430  
312 798-0663



# BUICK INTERIORS NOW AVAILABLE

Complete your restoration with an authentic Buick interior from Hampton Coach. Each kit made in our own upholstery shop to original specs using only the finest fabrics and materials.

Panel Kits, Headlining Kits and Seat Upholstery Kits come complete, ready to install.

We presently have kits for the following popular Buicks from 1936 to 1940 and are in the process of adding many more.

- 1936 Model 46 Business Coupe
- 1937 Model 41 4-Door Trunk Back Sedan
- 1938 Model 41 4-Door Trunk Back Sedan
- 1938 Model 46 Business Coupe
- 1939 Model 41 4-Door Trunk Back Sedan
- 1940 Model 41 4-Door Trunk Back Sedan



## Guaranteed Quality & Fit

*Write or call today for free literature including samples and prices. Please be sure to include year and model of your Buick along with your request.*

HAMPTON  
*Coach*  
\*\*\*

Hampton Coach Inc., 70 High Street, P.O. Box 665, Hampton, NH 03842 (603) 926-6341

The Number 1 supplier of parts for 90+ point cars...

# The Best in '37-'38. Period.

Quality Reproduction Rubber parts for your Buick:

- Windshield Rubber • Vent Window Rubber • Motor Mounts
- Door Weatherstrip • Trunk Weatherstrip • Mounting Pads
- Convertible Roof Rail • Stem Bumpers • Wire Grommets

Parts In Stock and Ready to Ship in less than 48 hours!  
Canadian & Overseas Orders Welcome!



**LYNN H. STEELE**  
Dept 37-38  
1601 Highway 150 E  
Denver NC 28037

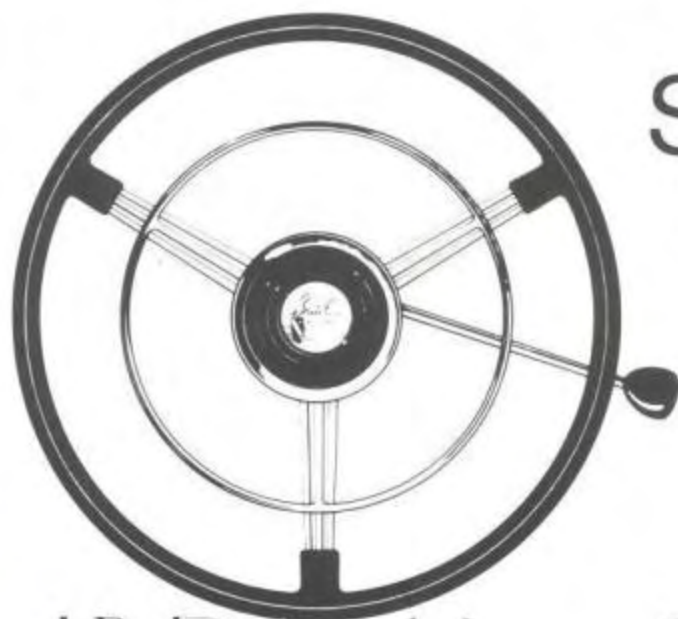
## How to Order:

Catalogs are available for \$2.00 each. Normally we advise you look at a catalog to compare picture with your original. If you have found the item you wish to order you can mail in your order or call us and place the item on your MasterCard or Visa. We also ship UPS Cash C.O.D. We attend major Eastern U.S. swap meets, and carry nearly all our product line with us.

## HOURS:

8-5 Eastern Monday-Friday  
8-12 Eastern Saturday

Toll Free Orders: 1-800-544-8665  
NC & Information: 1-704-483-9343



## Perfectly Recast STEERING WHEELS

1936 Thru 1947

\$2.00 for Brochure

Must

Specify year

(602) 278-4505

# J.B. Donaldson Co.

2533 W. Cypress Phoenix, Arizona 85009



# BOB'S AUTOMOBILIA

(805) 434-2963

HERE ARE SOME OF  
OUR 1937-38 ITEMS!

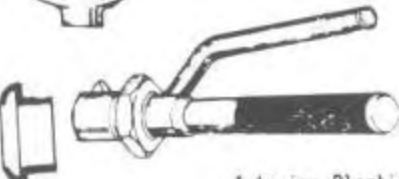
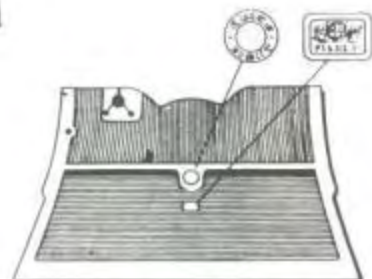


1937-49 STROMBERG CARB OVERHAUL KITS SER.40-60	CK-379S	\$25.00
1937-40 CARTER " " " " 40-60	CK-370C	\$21.00
1937-51 STROMBERG CARB " " 60-70-80-90	CK-371S	\$23.00
1937 SHOP MANUAL FULL SIZE REPRINT -ALL SER	SM-37F	\$30.00
1938 " " " " " " " "	SM-38F	\$35.00
1937 OWNERS " " " " " " " "	OM-37	\$ 6.50
1938 " " " " " " " "	OM-38	\$ 6.50
1937 RADIO SERVICE MANUAL " " " "	RS-37	\$ 6.00
1938 " INSTALLATION MANUAL " " " "	RS-38	\$ 5.00
1937 FISHER BUICK ONLY BODY NAM" SER.40-60	FM-37	\$12.00
1938 " ALL GM " " " "	FM-37B	\$12.00



1938 BUICK ACCESSORIES FACTS BOOKLET REPRINT	SL-38A	\$ 3.00
1938 1938 SALES "NEWSPAPER" PHOTO'S 15" X 23"	SL-38BN	\$ 6.00
1929-42 BODY & CHASSIS PARTS BOOKS 2-VOLUMES	PB-312	\$50.00PR
1937 INSTRUMENT CLUSTER SILK-SCREENED GLASS	DG-37	\$27.00
1938 " " " " " " " "	DG-38	\$27.00
1937-38 CLOCK or RADIO(CHOICE)" " " "	XG-XX	\$16.00
1937-38 FRONT FENDER FROSTED GLASS LENS	PL-37B	\$17.50
1937-40 WIPER ARM - CHROME - ALL SER.	WA-360	\$12.00
1937-38 " BLADE 8-1/4"	WB-8	\$ 4.00
1936-39 SPARK & ROCKER CVR ZINC PLTED ACORN NUT	AN-369	\$ 2.00
1933-52 FENDER WELL ANCOR NUTS W/TAB	WN-332	\$ 1.00

1937-38 ENG. & INTERIOR DECAL & DETAIL SET 17PCS	DS-377	\$39.00SET
1937/38 HOOD ORNAMENT (SPECIFY)	HO-3X	\$75.00
1937 HUB CAP - GREAT COPY - PAINTED LETTERS	HO-37	\$60.00
1937-42 CONVERTABLE CHROME DOOR LOCK BUTTONS	LB-372	\$ 7.50
1937 ACCELERATOR PEDAL W/NEW STEEL CORE-BLK	AP-390BK	\$25.00
1937-53 REPLACEMENT SPEEDO CABLE	SC-373	\$16.95
1933-38 PAD, FRONT SUPPORT.REPLACES #1271631	SP-338	\$ 9.00/PR
1937-53 UPPER CONTROL ARM BUMPER - SNAP-IN TYPE	UB-373	\$ 5.00
1937-38 FRONT LOWER ARM BUMPER-CLAMP MOUNT-SER?	LB-3XX	\$18.00/PR
1936-53 EXHAUST DEFLECTOR-DOUBLE WALL ACCES.COPY	ED-363	\$13.75
1937-38 ANTENNA INSULATOR RUNNING BOARD MOUNT	RI-37B	\$35.00 PR



1937-38 FRT FLOOR MAT.SER.40-60 COPY.CAN FIT ALL FF-378	\$150.
1938-40 DECK HANDLE RUBR MNTNG PAD(SUPERIOR COPY)DH-380	\$ 7.00
1937-38 DOOR SILLS ETCHED ALUMINUM PATTERN DS-378	\$20.00
1932-40 "FISHER BODY" PLATE - PAINTED & W/SCREWS FP-320	\$ 7.00
1929-40 DOOR FERRULES W/RUBBER GROMMET DF-XX	\$ 5.00
1929-40 " " INSTALATION TOOL DF-TOOL	\$29.00
1936-38 SOLID STAINLESS BUMPER BOLTS BB-36	\$ 6.00
1919-41 "BUICK" " ORIGINAL HOSE CLAMPS LC-XXX	\$ 5.00
1937-38 EXHAUST CENTER MANIFOLD SER. 60-80-90 EM-378	\$165.
1937-38 GLOVE BOXES SPECIFY YR. - ALL SER. GB-378	\$27.00
1934-38 GEARSHIFT BOOT - SER.40 ONLY BLK or BRN GB-338	\$ 9.00

Interior Plastics, Door Weather Seals, Electrical items and Much Much More !

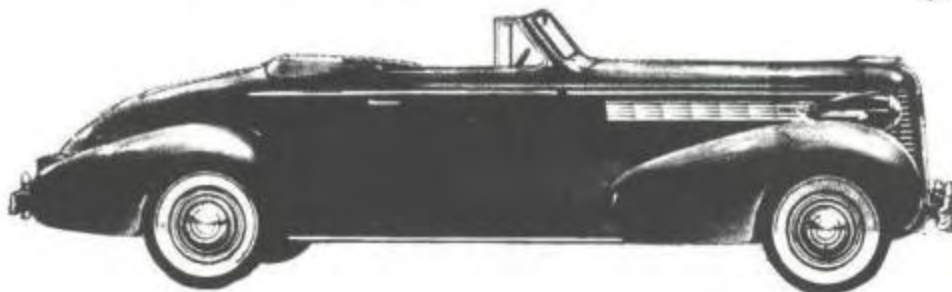
These Are Some of The Items in Our 36 Page ALL BUICK Catalog. The Best Illustrated & Indexed Catalog in the BUICK Hobby is \$2.00 or Free Phone Orders. VISA MASTER CHARGE or C.O.D.. Personal Checks OK Include Your 1937-38 BUICK Club Member Number on Mail Orders and Add 10% For Shipping or \$3.00 Whichever is Greater.

Tel.(805) 434-2963 BOB'S AUTOMOBILIA BOX 2119 ATASCADERO CA. 93423

# DAVE LEWIS RESTORATION

*Partial or Complete  
Show Quality Restorations*

*3825 South Second Street  
Springfield, Illinois 62703  
217-529-5290*



*References Available  
20 Years Experience  
Show Car Maintenance  
Fully Insured!  
and Guaranteed  
Shop Open 6 Days  
9AM to 10PM CST*

---

## CARS FOR SALE

Buick 1938 Series 40, 4 door, ground-up restoration started, fully disassembled, dipped, repaired, primed, motor partially rebuilt, \$4500.00 invested, must sell \$3,500.00 or best offer. Ask for Rich 571-337-8324 days or 517-351-1126 evenings and weekends, MI.

---





